





## INTIMATIONS.



## THE HONGKONG DISPENSARY.

## OUR LATEST NOVELTY.

## A SAMPLE POCKET FLASK.

Suitable for Travellers or for Picnic, Linnah or Shooting Parties, has just been received and may be obtained filled with any of our Wines or Spirits at our price.

Passengers by steamers will find it VALUABLE on the voyage when refreshment is needed or they are suffering from Sea Sickness after the bar is closed.

The FLASK is well made and finished and when emptied will be worth keeping for domestic use. It can be readily adapted for a feeding bottle; would prove most useful to carry milk or other nourishment for children; or tea, coffee, soup or other fluid nourishment in the baskets.

## THESE SAMPLE FLASKS.

Can be obtained filled at the following prices each:

Port	.....	B \$1.00	C 0.65	D 0.60
Sherry	.....	B 0.45	C 0.50	D 0.40
Brandy	.....	B 0.60	C 0.65	D 0.80
Whisky	.....	B 1.40	C 1.70	D 1.00
Irish Whisky	.....	B 0.45	C 0.60	D 0.65
Bourbon	.....	B 0.60	C 0.70	D 0.80
Jameson's	.....	B 0.60	C 0.70	D 0.80
A Gin	.....	B 0.35	C 0.40	D 0.50

A. S. WATSON & CO., LIMITED.

Hongkong, 15th October, 1894.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to "The Editor," and not to the Editor, who is not responsible for the contents of the paper. All letters for publication should be written on one side of the paper only.

Telegraphic Address Press.

P. O. Box 50.

Telephone No. 12.

As St. Peter's, 1894.

By Mr. J. H. Watson, M.A., Attorney at Law.

of the late Peter White, of Edinburgh.

1894.

HONGKONG, NOVEMBER 10TH, 1894.

The Committee of the Sanitary Board

appointed to consider the steps to be

taken for the more efficient scavenging of

the houses in Victoria and elsewhere in the

Colony presented their report at the

meeting on Thursday, and the Board adopted

it without discussion. The matter is an

important one, closely touching as it

does the domestic life of the inhabitants.

Baldly stated the proposal is that every

house in the colony shall be inspected by an

official of the Board once every three months

at least. The Committee recommend that

the inspection should be made between the

hours of 2 p.m. and 4.30 p.m., which may

be considered as convenient a part of the

day as could be selected, and the objections

that would exist to nocturnal visits will not

apply to the inspection now proposed. Still, it

cannot be expected that the measures will

prove popular with the Chinese, or for that

made in favour of European houses, for no

exception is made in the city limits.

We do not know that it is desirable any

exception should be made, for a considerable

proportion of the European residents seem to

find it most unpalatable to look after their

quarters themselves and these may be

considered as standing in need of inspection

almost as much as an ordinary Chinese

family house. Moreover, some European

houses, though not very many, are occupied

by Chinese, and the movement in this

direction is increasing. It therefore is a

systematic inspection, then, it would perhaps

be difficult to make exceptions. But an English

man is accustomed to consider his house his

castle, and the intrusion of a sanitary

inspector, whose business it is to go through

the house room by room, will be unwelcome

at whatever time of the visit be made.

And Chinese are supposed to be even more

sensitive than Europeans as to the inviolability

of their domestic apartments. We

note, however, that the Hon. Ho Kai, who

was present at the meeting of the Sanitary

Board on Thursday, uttered no protest

against the proposal, and we are justified in

assuming, therefore, that he considers the

inspection both desirable and practicable.

If the inspection be really a measure to

protect the colony from a second invasion of

the plague it will not do to pay much atten-

tion to people's feelings. It seems to us, how-

ever, that the subject calls for a cool and

dispassionate consideration. The Committee

appointed by the Board consist of the

be attained by the inspection, and whether the same object could not be attained by means less open to objection. There can be little doubt, we think, that if the Chinese find their houses to be beset by the invasion of sanitary inspectors, whose duty it will be to examine all the apartments including the bed-rooms, their objections to keeping their wives and families in the Colony will be increased, and those whose circumstances permit of it will keep them in their native places. This would be a disadvantageous consequence. Then as to the effect of the inspection from a sanitary point of view. The Sanitary Board has power under the Public Health Ordinance to make by-laws with regard to the cleaning, line-washing, and proper sanitary maintenance of all premises in the Colony, and under this power by-laws would have to be made for the regulation of the proposed inspection and setting out precisely what the inspectors were to inspect upon necessary details certifying any particular house as in a satisfactory state of cleanliness. The points mentioned in the report presented to the Sanitary Board on Thursday having to be provided for are as follows:—(a) To see that house drains are kept in proper order, (b) that all excrement matter and refuse is regularly removed, (c) that every tenement is properly line-washed once every twelve months, (d) that the law regarding mazzanine floors and partitions is strictly complied with, (e) that no nuisance of any kind exists inside any tenement. As to a, this might be accomplished without an inspection of all the rooms in a house. As to b, a quarterly inspection would not be of very much use, for it cannot be supposed that in any house excrement matter is kept for so long a period as three months. The two points that come nearest to justifying such an inspection as is proposed are c and d and with reference to these the end might be attained by a much milder means. A quarterly inspection cannot be considered necessary to ascertain that a house is line-washed once a year. It would be sufficient if the landlord or tenant was required to give notice of the line-washing and for an inspector thereupon to visit the house to see that the work had actually been done. A list of the houses might be kept, which would show at once any cases of neglect, and could then be dealt with according to law. Then as to mazzanine floors, it is only in tenement houses that these are a real source of danger, and the inspection should be limited to houses of that description. It is quite unnecessary, as regards this point, to extend the inspection to houses occupied by single families. We are not in favour of such distinctions, but a tenement house is a measure a public place and, so long as the privacy of the cubicles was respected, an inspector might enter it to see if there were mazzanine floors without the intrusion being much resented; but the case is somewhat different when a private family house is occupied, it may be, by a well-to-do merchant or a composer. (a) "That no nuisance exists inside any tenement." This may mean anything or nothing. As a matter of common sense we may presume that any by-laws that might be framed would not extend to such minutiae as the washing of the floors or the dusting of the furniture. We have no indication, however, what the Committee would consider a nuisance within the meaning of the term as employed by them in this connection. It may be laid down as a general principle that it is the duty of the legislature to respect domestic privacy and that where this has to be interfered with at all the interference should be as small as possible. This principle should not be lost sight of, even in matters of public health. The visitation of the plague was an emergency that justified the Government in setting aside for the time being all respect for the privacy which every one, rich and poor, holds so dear, but it is a different matter when it comes to establishing a house to house inspection to be continued permanently. It is the duty of the state to see that all essential requisites for the maintenance of the public health are provided; that houses are not built so closely packed together as to exclude light and air; that the water supply is sufficient; that provision is made for the removal of all refuse; and that the drains are kept in order; but ordinarily the functions of the state should stop short of interference with the domestic management of the household. It might be very nice if a Government official, with a handkerchief and a pocket watch, walked through each house in the Colony every day to see that it was neatly swept and garnished, but there is no lack of experience to prove that there are limits to the good to be effected by state interference, and that such interference when carried to excess is productive of evil. In the case of Hongkong, it might be supposed that the Sanitary Board, which shrinks from the control of common lodging houses and when it has gone so far as to adopt by-laws postpones their operation from month to month, would hesitate before taking upon itself the supervision of all private houses in the colony. It would be more to the purpose if the public drains were put in order so as to do away with the offensive smells which assail one's nose at every turn. The Government might search through all the houses of the colony, but it will find no greater nuisance than the Government drains.

The P. & O. steamer *Gardiner* left Singapore for this port at 8 a.m. yesterday.

We would remind our readers of Mr. Buchanan's visit to the City Hall this afternoon.

The amount taken at the recent sale of work on behalf of the Buxton Mission school was \$1,235.

The N. G. I. steamer *Biempo* left Bombay for this port on the 8th inst. and may be expected here on or about the 29th inst.

The Singapore branch of the Hong Kong and Shanghai Bank will be removed to the new premises, 111, Queen's Road, on the 1st inst.

The D. S. steamer *Leone*, from Hongkong, is expected here on the 17th inst.

Letters are intended to reach Hongkong for the 22nd inst. and will be forwarded by the 24th inst. to the 26th inst. and New York.

Letters should be posted before 3 p.m. on the 21st inst. and will be forwarded by the 22nd inst. to the 24th inst. and New York.

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The O. & O. steamer *Delphi*, with mail, due which left the 14th inst. for San Francisco via Yokohama, Kobe, and Honolulu, arrived at her destination on the 7th inst.

To-morrow morning, between 9 and 10.30 o'clock, the steam launch *Deception*, carrying the Bathing flag, will call alongside any vessel holding coast pennant C, to convey some articles of clothing to the 4th, 5th, and 6th floors of the 10th, 11th, and 12th floors of the 13th floor of the 14th floor of the 15th floor of the 16th floor of the 17th floor of the 18th floor of the 19th floor of the 20th floor of the 21st floor of the 22nd floor of the 23rd floor of the 24th floor of the 25th floor of the 26th floor of the 27th floor of the 28th floor of the 29th floor of the 30th floor of the 31st floor of the 32nd floor of the 33rd floor of the 34th floor of the 35th floor of the 36th floor of the 37th floor of the 38th floor of the 39th floor of the 40th floor of the 41st floor of the 42nd floor of the 43rd floor of the 44th floor of the 45th floor of the 46th floor of the 47th floor of the 48th floor of the 49th floor of the 50th floor of the 51st floor of the 52nd floor of the 53rd 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**TO LET.**  
PEDDER'S STREET, No. 2, next to the Post Office.  
Apply to  
G. C. ANDERSON,  
18, Praya Central.  
Hongkong, 18th October, 1894.

**TO LET.**  
The whole of OFFICES on the 1st Floor and GODOWN attached to the Leo Company's Premises at Lee Hoo Lane.  
Apply to the  
MANAGER.  
Hongkong, 5th July, 1894. 1231

**TO LET.**  
COMMODOUS GODOWN ON PRAYA ROAD.  
Apply to  
SIEMSEN & CO.,  
Hongkong, 5th April, 1894. 1230

**NO. 7, SEYMOUR TERRACE.**  
OFFICES IN VICTORIA BUILDINGS.  
No. 7, SEYMOUR TERRACE, with immediate possession till middle of April, 1895.  
GODOWNS IN WANCHAI, at the Bank of Merchants' Buildings.  
Apply to  
DAVID LASSON, SONS & CO.,  
Hongkong, 5th Nov., 1894. 1241

**NO. 12, QUEEN'S ROAD CENTRAL.**  
In the occupation of LOCK HING, a S.M. GODOWN at WANCHAI, No. 72, PRAYA.  
Apply to  
LINDSAY & DAVID,  
Hongkong, 1st November, 1894. 1240

**TO BE SOLD OR LET.**  
ROOMED BUNGALOW, MOUNT KELLEY, PEAK.  
For Particulars apply to  
PALMER & TURNER,  
Architects,  
Victoria Buildings  
Hongkong, 1st November, 1894. 1202

**TO LET.**  
FURNISHED OR UNFURNISHED.  
HOUSE AT MAGAZINE GAP.  
From the First July.  
Apply to  
CHARTREY INCHBALD,  
Hongkong, 25th June, 1894. 1242

**TO LET.**  
FROM 12 DECEMBER.  
HOUSE NO. 22, CAINE ROAD.  
Apply to  
M. MOURETTE,  
No. 5, ARKUTUN ROAD,  
Hongkong, 2nd November, 1894. 12009

**TO LET.**  
THE TURKISH BATHS.  
SITUATED NEARLY OPPOSITE THE GRAND HOTEL, YOKOHAMA, JAPAN.  
Apply to  
HUMPHREYS ESTATE AND FINANCE CO., LD.,  
Hongkong, 14th September, 1894. 1600

**COMFORTABLE FURNISHED ROOMS.**  
Apply to Mrs. MATHER,  
Hongkong, 1st January, 1892.

**THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.**  
HONG KONG TELEPHONE EXCHANGE.

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**NOTICES TO CONSIGNEES.**  
OCEAN STEAMSHIP COMPANY.  
CONSIGNEES per Company's Steamer "PRIMA".  
Are hereby notified that the Cargo is being discharged into Crates, and for landed at the Godowns of the Underwriters, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Crates or Godowns on and after the 8th inst.

Goods undelivered after the 15th inst. will be subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 14th inst. and after the 8th inst.

**NOTICE TO CONSIGNEES.**  
THE P. & O. S. N. Co.'s Steamer "ROHILLA".  
FROM BOMBAY, COLOMBO, AND TRINITY.  
Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—  
From London, ex s.s. "Oriental" and "Oceano".  
From Australia, ex s.s. "Balaarat" and "Oratio".  
From Persian Gulf, ex Steamers of the P. & O. S. N. Co.  
Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. To-day.

Damaged Packages must be left in the Godowns and notice of same given to the Underwriters, and a representative of this Office will attend to examine them at 10 A.M. on the 10th inst. and at 10 A.M. on the 12th inst. after which no Claims will be recognized.

No Fire Insurance will be effected by me in any case whatever.

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VESSELS ADVERTISED AS LOADING.									
DESTINATION.	VESSEL'S NAME.	FLAG & NO.	CAPTAIN.	FOR FREIGHT APPLY TO.	AT THE WHARF.	ON 22nd INST.	ON 23rd INST.	ON 24th INST.	ON 25th INST.
LONDON & VIA BOMBAY.	Rohilla	Brit. str.	Humphreys, R.N.	P. & O. S. N. Co.	On 22nd inst. at Noon.	On 23rd inst. at Noon.	On 24th inst. at Noon.	On 25th inst. at Noon.	On 26th inst. at Noon.
LONDON VIA SUEZ CANAL.	Gleadow	Brit. str.	Norman	Jardine, Matheson & Co.	On 22nd inst. at Noon.	On 23rd inst. at Noon.	On 24th inst. at Noon.	On 25th inst. at Noon.	On 26th inst. at Noon.
LONDON VIA SUEZ CANAL.	Bayan	Brit. str.	Laguna	Butterfield & Swire.	On 22nd inst. at Noon.	On 23rd inst. at Noon.	On 24th inst. at Noon.	On 25th inst. at Noon.	On 26th inst. at Noon.
LONDON VIA SUEZ CANAL.	Ulysses	Brit. str.	Ulysses	P. & O. S. N. Co.	On 22nd inst. at Noon.	On 23rd inst. at Noon.	On 24th inst. at Noon.	On 25th inst. at Noon.	On 26th inst. at Noon.
LONDON VIA SUEZ CANAL.	Ulysses	Brit. str.	Ulysses	P. & O. S. N. Co.	On 22nd inst. at Noon.	On 23rd inst. at Noon.	On 24th inst. at Noon.	On 25th inst. at Noon.	On 26th inst. at Noon.
LONDON VIA SUEZ CANAL.	Ulysses	Brit. str.	Ulysses	P. & O. S. N. Co.	On 22nd inst. at Noon.	On 23rd inst. at Noon.	On 24th inst. at Noon.	On 25th inst. at Noon.	On 26th inst. at Noon.
LONDON VIA SUEZ CANAL.	Ulysses	Brit. str.	Ulysses	P. & O. S. N. Co.	On 22nd inst. at Noon.	On 23rd inst. at Noon.	On 24th inst. at Noon.	On 25th inst. at Noon.	On 26th inst. at Noon.
LONDON VIA SUEZ CANAL.	Ulysses	Brit. str.	Ulysses	P. & O. S. N. Co.	On 22nd inst. at Noon.	On 23rd inst. at Noon.	On 24th inst. at Noon.	On 25th inst. at Noon.	On 26th inst. at Noon.
LONDON VIA SUEZ CANAL.	Ulysses	Brit. str.	Ulysses	P. & O. S. N. Co.	On 22nd inst. at Noon.	On 23rd inst. at Noon.	On 24th inst. at Noon.	On 25th inst. at Noon.	On 26th inst. at Noon.
LONDON VIA SUEZ CANAL.	Ulysses	Brit. str.	Ulysses	P. & O. S. N. Co.	On 22nd inst. at Noon.	On 23rd inst. at Noon.	On 24th inst. at Noon.	On 25th inst. at Noon.	On 26th inst. at Noon.

# CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)  
EMPEROR OF INDIA, Comdr. J. P. Marshall, R.N., WEDNESDAY, 23rd Nov., 1894.  
EMPEROR OF JAPAN, Comdr. G. A. Lee, R.N., WEDNESDAY, 26th Dec., 1894.  
EMPEROR OF CHINA, Comdr. R. Archibald, R.N., WEDNESDAY, 23rd Jan., 1895.

THE magnificent Steamships of this Line pass through the TIENTSIN INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, and the CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent FROM TIENTSIN TO THE ATLANTIC WITHOUT STOPPING. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given through tickets, and are carried to various ports at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

CITY OF PACIFIC TICKETS from Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via the Panama Colon Panama Route, Good for 9 months. \$100. The attractive features of this Company's service are its PACIFIC COAST STEAMSHIP LINE, which carries passengers to all principal ports and around the world. The Company's service is the only one having received the highest award for same at recent Chicago World's Exhibition, and the superiority of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and the accommodation and service are excellent.

For further information, apply to  
D. E. BROWN, General Agent,  
Pedder Street.  
Hongkong, 1st November, 1894.

# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON.

SHANGHAI, CANTON, About 17th Nov. Freight or Passage.  
SHANGHAI, BAYENNA, About 19th Nov. Freight or Passage.  
YOKOHAMA, CANTON, About 23rd Nov. Freight or Passage.

LONDON, CANTON, About 27th Nov. Freight or Passage.  
LONDON, CANTON, About 7th Dec. Freight or Passage.

For further particulars apply to  
H. H. JOSEPH, Superintendent.  
Hongkong, 10th November, 1894.

# VESSELS ON THE BERTH.

FOR SINGAPORE, HAMBURG, AND HAMBURG.  
(Calling at Naples for Landing Passengers if sufficient inducement offers.)  
(Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, London, Liverpool, Bremen, and Bremen.)

THE STEAMSHIP "NIODE".  
Captain E. G. Platt, will be despatched for the above ports TO-DAY, the 10th inst., at 4 P.M. This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.  
Hongkong, 3rd November, 1894. 12025

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY, AND POOCHOW.  
THE COMPANY'S STEAMSHIP  
"NAMO".  
Captain Harris, will be despatched for the above ports TO-MORROW, the 11th inst., at 4 P.M.

For Freight or Passage, apply to  
DOUGLAS LARSEN & CO.,  
General Managers.  
Hongkong, 9th November, 1894. 12038

# NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTH AMERICAN PORTS TO LAND PASSENGERS AND CARGO, AND RETURN TO HONGKONG VIA SUEZ CANAL, COLOMBO, ADEN, SUEZ, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

N.B.—CARGO AND PASSENGERS THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON MONDAY, the 13th day of November, 1894, at 3 P.M., the Company's Steamship "BAYBURN", Captain W. Scholander, with MALE PASSENGERS, SPOILS, and CARGO, will leave this Port as CALLED AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 10th November, Cargo and Spoils to be received on Board until Noon on MONDAY, the 13th November, and Passengers to be received at the Agency's Office until Noon on SUNDAY, the 11th Nov. Consignments of Packages required. No Parcel Consignments will be signed at less than 5 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries Doctor and Stewardess.  
Linen out to be washed on board.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 22nd October, 1894. 1247

**VESSELS ON THE BERTH.**  
FOR SHANGHAI, YOKOHAMA, AND KOBE.  
THE STEAMSHIP "OAM".  
Captain Michies, will be despatched as above on or about the 10th inst.  
For Freight or Passage, apply to  
ARBYOLD, KARBURG & CO.,  
Agents.  
Hongkong, 5th November, 1894. 12028

**OCEAN STEAMSHIP COMPANY.**  
FOR LONDON VIA SUEZ CANAL.  
THE COMPANY'S STEAMSHIP "ULYSSSES".  
Captain Lamps, will be despatched as above on FRIDAY, the 3rd inst., at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 9th November, 1894. 12033

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
STEAM FOR STRAITS, OCEAN, AUSTRALIA, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PESKID, CONTINENTAL, AND AMERICAN PORTS.

THE STEAMSHIP "ROHILLA".  
Captain G. C. Humphreys, R.N., carrying for Malacca, will be despatched for BOMBAY, on THURSDAY, the 23rd November, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects with the "ROYAL MAIL" which vessel takes on her cargo for London via SUEZ CANAL, leaving that port on the 15th November, 1894.

Silk and Valables, all Cargo for France, and for London (under arrangement) will be shipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, Suez, will be conveyed via SUEZ CANAL, which vessel leaves for London on the 14th inst. The Contents and Value of all Packages are required.

This Steamer has superior accommodation for Passengers, and carries a Doctor and Stewardess. For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 3rd November, 1894. 12036

"BEN" LINE OF STEAMERS.  
FOR LONDON VIA SUEZ CANAL.  
THE COMPANY'S STEAMSHIP "BEN".  
Captain H. W. Thomson, is due on the 20th inst., and will have quick despatch as above. For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 8th November, 1894. 12054

COMPAGNIE DES MESSEAGERIES MARITIMES. PAQUEBOTS POSTAUX FRANÇAIS.  
NOTICE.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PORT BLAIR, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE, AND BORDEAUX.

ON WEDNESDAY, the 14th November, at Noon, the Company's Steamship "SABATIER" will leave for Japan, the United States, and Europe, with Male Passengers, Spoils, and Cargo will leave this Port for the above places.

Cargo and Spoils will be registered for London and other ports for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shippers' Orders will be granted till Noon, on the 14th inst., at 1 P.M. on the 15th November. (Parcels not to be sent on board; they must be left at the Company's Office.) Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 1st November, 1894. 12050

# OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.  
PROPOSED SAILINGS FROM HONGKONG: GABLO (via Nagasaki), WEDNESDAY, Nov. 22, 1894, DAYLIGHT. Koba, Inland Sea, and 1894, DAYLIGHT. Bato (via Nagasaki), WEDNESDAY, Dec. 6, 1894, DAYLIGHT. Koba, Inland Sea, and 1894, DAYLIGHT. Ozean (via Nagasaki), WEDNESDAY, Jan. 9, 1895, DAYLIGHT. Koba, Inland Sea, and 1895, DAYLIGHT.

THE STEAMSHIP "GABLO" will be dispatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on WEDNESDAY, the 21st November, at DAYLIGHT. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 19 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, 84th Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

G. D. GORHAM, Acting Agent.  
Hongkong, 8th November 1894. 12059

# THE NATAL DESERT LINE.

(Messrs. BUTLAND, KING & CO.'S LINE).  
THE Underwritten having been appointed GENERAL AGENTS in CHINA and JAPAN for the above line, are prepared to issue THROUGH BILLS OF LADING for YAT, EAST, SOUTH, PORT, BOMBAY, MOSCOW, BAY, CAPE TOWN, DELAGUA, BAY, and BELLA. Transshipment will be made at CALCUTTA.

Not sailing from CALCUTTA, S.S. 20th November.

For Freight and further Particulars, apply to  
DODWELL, CARILL & CO.,  
General Agents for China and Japan.  
Hongkong, 27th October, 1894. 1247

FOR NEW YORK.  
THE 3/4 MILL American Ship.  
"WILLIAM J. BOTCH".  
Day, Master, shortly expected, will load here for the above Port and will have quick despatch. For Freight, apply to  
DODWELL, CARILL & CO.,  
Agents.  
Hongkong, 17th September, 1894. 11709

SURGEON DENTIST.  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Hongkong, 33rd September, 1891. 1172

FOR SALE A MAP OF NORTH FORMOSA, by J. W. PATTERSON, H.M. Customs Officer, New Britain. Price, 50s. 6d. per copy. For further particulars apply to  
G. D. GORHAM, Acting Agent.  
Hongkong, 1st November, 1894. 12448

**THE CH**